APPENDIX I- PLANNING GRANTAPPLICATION FORM

Applicant (Agency & address - including zip)			**Proposed Date of Completion:** 24 mos after SGC authorization
	Check one		**Grant Amount Requested:** $ 998,820.00
County of Sacramento	City		**If Joint Proposal, list participating entities/ contact person:**
	County		City of Rancho Cordova 2729 Prospect Park Drive Rancho Cordova, CA 95670 contact: Jeff Beisweiger (916)851-8754 jbeiswenger@cityranchocordova.org
Municipal Services Agency	MPO		
827-7th Street, Rm. 314	COG		
Sacramento, CA 95814	RTPA		
contact: Judy Robinson	JPA		
(916) 874-4551 RobinsonJu@saccounty.net	Joint Proposal	✔	

Lead Applicant's Name: County of Sacramento

Title of Proposal (summarize the deliverable to be funded by this grant)
Folsom Blvd. Transit Rail Corridor Implementation Project: Infrastructure technical studies & GHG reduction modeling

Applicant's Representative Authorized in Resolution	**Person with Day to Day Responsibility for Plan** (if different from Authorized Representative)
Name: Paul Hahn	Name: Judy Robinson
Title: Agency Administrator-Municipal Services Agency	Title: Infill Coordinator
Phone: (916) 874-5889	Phone: (916) 874-4551
Email: hahnp@saccounty.net	Email: RobinsonJu@saccounty.net

Check all of the following that are incorporated or applicable to the proposal:

Focus Area			**Program Objectives**
✔	Focus Area # 1		Applying for 20% EDC set aside
	Focus Area # 2		
	Focus Area # 3	✔	Improve air and water quality
Eligibility Requirements (mandatory)		✔	Promote public health
✔	Consistent with State Planning Priorities	✔	Promote equity
✔	Reduces GHG emissions on a permanent basis	✔	Increase affordable housing
✔	Collaboration requirement	✔	Increase infill and compact development
Priority Considerations		✔	Revitalize urban and community centers
✔	Demonstrates collaboration & community involvement	✔	Protect natural resources and agricultural lands
✔	Addresses climate change impacts	✔	Reduce automobile usage and fuel consumption
✔	Serves as best practices	✔	Improve infrastructure systems
✔	Leverages additional resources	✔	Promote water conservation
✔	Serves an economically disadvantaged community	✔	Promote energy efficiency and conservation
	Serves a severely disadvantaged community	✔	Strengthen the economy

I certify that the information contained in this plan application, including required attachments, is complete and accurate

Signature: _____ AUG. 25, 2010

Applicant's Authorized Representative as shown in Resolution — Date

Print Name and Title: PAUL HAHN, AGENCY ADMINISTRATOR, MSA

Need for the Project/Proposal:
Sacramento County and the City of Rancho Cordova desire to accommodate the growth allocations identified in the SACOG Blueprint within designated transit priority areas, both to realize the full benefits of past investments in the light rail system and to create a more compact, interconnected region. These goals can't be achieved until many barriers (i.e., policy, land use, access to transit, and infrastructure constraints) are removed. The Folsom Blvd. Transit Rail Corridor Implementation Plan will provide a comprehensive assessment of five (5) key Transit Priority Rail Station areas; analyzing the build-out infrastructure needs (circulation, sewer, water, drainage, and dry utilities) and preliminary probable costs, providing needed infrastructure and circulation information along this regional Transit Rail "Gold Line" Corridor, in Sacramento County. Obtaining infrastructure information is the next-step-forward in implementing SACOG's Preferred Blueprint Scenario and in developing the Sustainable Communities Strategy (SCS) for the region. This information will help us to understand what transit priority areas are most ready to be developed and what financial assistance is needed. Equally important is enhancing pedestrian and bicycle connections and access within the existing communities to the transit stations, which will increase ridership, improve health and reduce VMT.

Much of the existing land uses and zoning along this rail corridor reflect the historically industrial purpose and nature of the corridor. Recognizing that the areas within a ½ mile of the light rail stations provide a unique opportunity for land use development; Sacramento County, the City of Rancho Cordova and Regional Transit initiated planning to develop transit oriented development (TOD) land uses around light rails stations. To date the City of Rancho Cordova and Sacramento County have planning documents that are land use plans that launch transit oriented development by providing the zoning changes and land use direction that will enable TOD around the stations. However, the existing infrastructure was designed for industrial use rather than the higher intensity TOD use. Gaps in water supply and service to these TODs exist, the extent to which is unknown. Similar inadequacies with sewer, drainage and pedestrian infrastructure facilities exist as well. This project will conduct the needed technical studies of these infrastructures. The build-out infrastructure needs for these five stations will be identified and quantified so that federal, state and regional funding investments for catalyst projects can be dedicated. Special attention will be given to safety improvements, improved routing and access within existing neighborhoods. The circulation plans will support the creation of walkable, mixed-use communities around these stations.

These plans build on previous foundational planning efforts starting with the SACOG "Blueprint Plan," RT's "Transit for Livable Communities (TLC) report and market analysis and the County's General Plan. Over the past two decades, transit ridership in Sacramento has doubled. The greatest increases have occurred on the light rail lines, which now average over 60,000 daily weekday riders. There are significant opportunities to redevelop the areas around these five stations, two of which are located in disadvantaged communities. The redevelopment of these areas will serve multiple objectives including: increased transit ridership, increased walking and biking as new facilities are built, improved jobs housing balance and the creation of walkable, mixed-use communities. Added benefits will be found in reducing future regional sprawl, vehicle miles traveled, and GHG emissions.

Achieves the intent of the Local Sustainable Planning Focus Area (#1):
This proposal achieves the intent of the Local Sustainable Planning Focus Area (#1) by developing the final plans needed for implementation of TOD and related infrastructure for five light rail stations (Watt Ave./Manlove, Butterfield, Mather/Mills, Cordova Town Center and Hazel Ave.) identified as transit priority areas. The result of the planning and subsequent implementation efforts will be to support the Sacramento region's GHG emission reduction targets by creating walkable, transit-oriented development around each station. This project will result in the development of infrastructure plans, and policies that will be integrated into the County's Corridor & Climate Action Plans, the City's Specific Plan and used by SACOG in their SCS. This project will help to maximize the potential performance benefits of substantial growth in Transit Priority Plans (TPP) in SACOG's SCS, and leverage the previous and existing activities in the region's Metropolitan Transportation Plan (MTP)/SB 375 Update process. This proposal is a collaborative effort including Sacramento County, City of Rancho Cordova, SACOG, Regional Transit, Local Government Commission, WalkSacramento, Sacramento Area Bicycle Advocates, Property Owners and Private Developers.

Threshold Requirements

1. *Describe how the Proposal is consistent with the State's Planning Priorities, Section 65041.1 of the Government Code: a. Promote infill development and invest in existing communities; b. Protect, preserve and enhance environmental and agricultural lands, and natural and recreational resources; and c. Encourage location and resource efficient development.*

a. Promote infill development and invest in existing communities:

The Proposal promotes infill by removing the barriers that have limited planned transit-oriented-development at five light rail transit stations located in designated transit priority areas on the Regional Transit "Gold Line" in Sacramento County. This will be accomplished by developing infrastructure improvement plans and multi-modal circulation (particularly pedestrian and cycling) plans for the five station areas. The infrastructure needs will be identified so that federal, state and regional funding investments can be dedicated for catalyst projects. All five station areas are located in existing communities with residential, employment and industrial uses. There are significant opportunities to redevelop the areas around the stations to provide increased housing and employment. Two of the station areas are located in disadvantaged communities. The planned TOD developments will provide new housing opportunities, increase access to new community services and retail uses, create new jobs - all within a ½ mile or less walking distance. Sacramento County and the City of Rancho Cordova have invested millions of dollars to comprehensively plan for and revitalize the Folsom Blvd. Corridor. Significant growth is expected along the U.S. 50 corridor, in the County, Rancho Cordova and Folsom, creating a much more balanced jobs-housing ratio in this major employment corridor. This project is one of the top 4 priority urban infill projects in the County. This project supports rehabilitating, maintaining, and improving existing infrastructure (streets, water, sewer, transit, etc.) that is the foundation of infill development and appropriate reuse and redevelopment of previously developed, underutilized land. The County and the City initiated planning efforts to change existing land uses http://www.msa2.saccounty.net/planning/Pages/FolsomBlvdSacramentoCountyTransitAreaPlans.aspx Sacramento County Plan and http://www.cityofranchocordova.org/Index.aspx?page=408 City of Rancho Cordova plan, to Transit Oriented Development (TOD). Much of the needed rezoning is completed. These planning documents were created to guide development and redevelopment of these existing station area communities, utilizing vacant or underutilized shopping centers and industrial sites for higher density mixed and residential uses creating vibrant town centers, and bolstering transit ridership.

b. Protect, preserve and enhance environmental & agricultural lands, and natural & recreational resources:

This project preserves environmental and agricultural lands by conducting the key implementation tasks necessary to make transit oriented development possible in the core of the Sacramento region. Managing new growth demands within these infill areas preserves valuable county agriculture and open spaces. Developing a coordinated infrastructure plan provides needed certainty for agencies and infill developers, provides the basis for seeking capital funding including public grants, and provides efficiencies by utilizing existing infrastructure, and identifying joint infrastructure facilities that can be used by multiple infill projects. Accomplishing this objective will catalyze new transit-oriented development and help Sacramento County better safeguard our rural landscapes.

c. Encourage location and resource efficient development.

This project will be a catalyst in making these light rail transit station areas more attractive to developers and less expensive to develop because much of the infrastructure already exists, needed improvements will be identified and funding for catalyst projects pursued. This is valuable information when prioritizing projects and funding to advance SB375 and the SCS. These station areas, as noted above, have been planned for TOD growth and support SACOG Blueprint and MTP plans for growth areas. This project will resource efficient new development by using land and existing infrastructure more efficiently. The project is located within and adjacent to existing development, is already served by transportation infrastructure that includes frequent transit and rail transit along with other essential utilities, treatment facilities and services - minimizing ongoing costs to taxpayers. For sites needing infrastructure work, costs and improvements will be identified to help complete information needed to get these areas to a

"developable" state. This work will reduce project costs and streamline infill development. This project increases county and city efforts for community revitalization, making the greatest use of prior public works investments and promoting efficient development.

2. Describe how the Proposal will (and include in work plan) reduce, on as permanent a basis that is feasible, GHG emissions consistent with: a. California's Global Warming Solutions Act of 2006; b. Applicable regional plan.

a. California's Global Warming Solutions Act of 2006:

i. How will the Proposal reduce GHG as compared with business as usual through 2020 and beyond?

The Project will facilitate planned TOD growth within the five designated transit priority areas by developing infrastructure and circulation plans. The project also includes analysis that will compare the impact of new transportation facilities (i.e., sidewalks, bicycle facilities, etc.) and increased levels of infill development on regional vehicle miles traveled and GHG emissions. Business as usual today in the corridor reflects industrial uses, strip retail, acres of vacant parking, an auto-dominant transportation system and single family detached residential neighborhoods. This project focuses on Transit Priority Areas as defined in SB 375. The project will facilitate infill development and redevelopment around the five transit stations, contributing to GHG emission reductions from business as usual in the following ways: 1. Provide over 10,700 new dwelling units in proximity to retail, services, rail and bus transit, and employment uses that will significantly reduce average VMT per household for those living and working in and around the transit station plan areas. 2. Utilize less land in building residential and mixed uses through quality, compact development. 3. Support increased transit ridership, which in turn will allow Regional Transit to improve transit service throughout the Folsom Boulevard corridor, further encouraging less travel by private automobile. 4. Connect more workers and residents to the County's bicycle and pedestrian system, (including the regional American River Bikeway) by improving access, bike/ped facilities and connections to the transit stations, further reducing reliance on private automobiles (Sac County Bike Masterplan) http://www.sacdot.com/documents/bmp/BMP_Final.pdf) and http://www.sacdot.com/projects/ADA%20and%20Pedestrian%20Projects/Pedestrian_Plan/. (Ped Master Plan). 5. Provide for a wider range of mobility choices, housing choices and affordability, allowing segments of the population most likely to use transit and least able to drive (seniors, persons with disabilities, lower-income households) greater access to employment, shopping, and services within walking distance or by transit. 6. Will allow the County to apply adopted landscape design guidelines and storm water management (swm) requirements that emphasize energy conservation, water conservation and water-sensitive urban design, and natural swm systems, further reducing energy needs and harmful GHG emissions. See http://www.msa.saccounty.net/sactostormwater/). 7. Will utilize existing roadway and utility infrastructure to support new development and building repurposing, reducing GHG emissions and air quality impacts as compared to new development and new infrastructure needs. 8. Will utilize existing infrastructure (parks, schools, libraries, other amenities) reducing the need for new infrastructure facilities that would similarly be required in new greenfield communities. 9. Will incorporate in the respective plans and climate action plan sustainable implementation measures.

ii. Identify the indicators that will be used to measure whether the Proposal will meet GHG emissions reductions targets or requirements?

The Proposal will compare forecasts for between a future "business as usual" scenario and the planned "TOD" transportation /land use scenario. The indicators that will be evaluated are regional vehicle miles traveled and GHG emissions.

b. Any applicable regional plan:

i. Cite any applicable regional plan(s). – Sacto. Area Council of Governments (SACOG) Blueprint

Between 2005 and 2035 the six-county Sacramento Region will add more than 1.2 million residents; add 535,000 new jobs; add 525,000 new homes and increase its senior population 153%. (http://www.sacog.org/mtp/2035/finaldocs/mtp/07-Smart-Land-Use.pdf). The SACOG Region Blueprint Plan (adopted December 2004) is the over-arching guideline for land use and transportation planning in the region. The Blueprint is a bold vision for growth that promotes compact, mixed-use development and

more transit choices as an alternative to low density development. A key element of the Blueprint, and the subsequent Metropolitan Transportation Plan (MTP) for 2035, is the realization of growth allocations identified within transit priority areas such as the five station areas addressed by this Project.

ii. Describe how your Proposal will be consistent with the greenhouse gas emission reduction strategies in the applicable regional plan(s).

The Blueprint will reduce vehicle miles traveled (VMT) per household by 10%; hold congested travel per household to less than a 5% increase; increase bus frequency, and add new street cars and light rail, as well as neighborhood shuttles. SACOG is working with the California Air Resources Board (CARB) Regional Targets Advisory Committee (RTAC) to establish a regional GHG reduction target. SACOG's long-range target of 16% is the most aggressive of any MPO in the state. Implementation of the SACOG Blueprint assumes a much greater share of regional growth will occur along major transportation corridors, and in SB375 defined Transit Priority Areas such as Folsom Blvd. and these five transit stations, (http://www.sacregionblueprint.org/sacregionblueprint/the_project/scenariomap_region.html). Studies by Dr. Robert Cervero (UC Berkeley) and others have demonstrated how the three D's, Density, Design (e.g., provision of convenient sidewalks that encourage walking), and Diversity (land use mixture) of TODs are correlated to VMT and use of alternative travel modes. A study by Cervero and Kockelman concluded that "higher densities, diverse land uses, and pedestrian-friendly designs…must co-exist to a certain degree if meaningful transportation benefits are to accrue". A fourth D, Destinations, which is defined as accessibility to concentrated regional Destinations, is also a key factor in transit use.

The following data, collected from surveys of 624 TOD residents at 26 different light rail stations in Sacramento, illustrates the high use of transit by TOD residents. Conversely, the transit mode share for home-based work trips averaged 5.4% among residents living in the same cities, but outside of TODs.

- Home-Based Work Trips: 26.5% via bus or rail
- Home-Based Non-Work Trips: 8.1% via bus or rail

A total of 877 surveys of TOD employees were obtained from 10 different Sacramento area light rail stations. Transit (either rail or bus) was indicated as the primary commute mode by 18.8% of the surveyed TOD employees. Conversely, the transit mode share was 5.1% for employees in non-TOD areas in the general vicinity of each site.

This project was developed in collaboration with SACOG to "ground-truth" (i.e. do a closer analysis) the Blueprint Principles and GHG reduction targets. This project is also consistent with SACOG's 2035 MTP, which proposes a "Smart Land Use" strategy to complement the multi-modal transportation strategy (http://www.sacog.org/mtp/2035/finaldocs/mtp/07-Smart-Land-Use.pdf). This strategy is specifically designed to implement the Blueprint preferred scenario by prioritizing investments in transportation infrastructure based on growth patterns contained in the Blueprint. The County and the City understand the importance of the right mix and location of land uses that contribute to a successful TOD. The preliminary land use plans developed for the station areas incorporate recommendations from Urban Land Institute's (ULI) "*10 Principles for Successful Development Around Transit"*. These plans rezone land surrounding transit stations with more compact development, residential and mixed uses, and provide development guidelines that require quality design to create attractive and distinctive communities. This project initiates implementation of Blueprint and the resulting reductions to greenhouse gases. Compact development utilizes less energy, less water and provides overall reductions to greenhouse gases.

3. Meet the Collaboration Requirements of the focus area applicable to the Proposal (See Section II). See Section III, Focusing Funds, for the Collaboration Requirements applicable to the Proposal.

This project is consistent with our region's goals of implementing SB375 by advancing planning and infill development projects within SB375 defined Transit Priority Areas. SACOG, the region's

Metropolitan Planning Organization, is updating the 2035 MTP (reference additional information in question 2.b.ii above) in order to meet GHG emission reduction targets. The 2035 MTP focuses much of the future growth in transit priority areas: within ½ mile of a major transit stop or high quality transit corridor – such as Folsom Blvd. and the existing rail transit stations. This project not only implements SACOG's 2035 MTP but includes SACOG as a key partner in obtaining more accurate GHG emission reduction information. (reference further info in question 1.a. Priority Considerations section). Led by Sacramento County, this project has regional collaboration between: City of Rancho Cordova, Regional Transit, SACOG, Local Government Commission (LGC), WALKSacramento, and Sacramento Area Bicycle Advocates (SABA). Letters describing participation are provided in the application appendix.

Program Objectives

Identify and describe the Program Objectives projected to be achieved by the Proposal and identify indicators (data points to quantify outcomes) that will evaluate the overall success of achieving the program objectives, including

☒Improve Air and Water Quality: The strategy for improving **air quality** is to reduce harmful ozone and GHG emissions. One of the key ways to do this is to reduce vehicle miles traveled (VMT). VMTs are directly proportional to air pollution and greenhouse gas emissions. (Source: Ewing R, Frank L, Kreutzer R. Understanding the Relationship between Public Health and the Built Environment: A Report to the LEED-ND Core Committee. 2006.) TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household. Cervero and Radisch (1995) found that residents in a pedestrian friendly community walked, bicycled, or rode transit for 49% of work trips and 15% of their non-work trips, 18- and 11-percentage points more than residents of a comparable automobile oriented community. Walking and bicycling produce no air pollution. Per mile emission reductions are large because they usually replace short, cold-start trips for which internal combustion engines have high emission rates, so each 1% of automobile travel replaced by walking or cycling decreases motor vehicle emissions by 2% to 4% (Komanoff and Roelofs, 1993). http://www.vtpi.org/nmt-tdm.pdf. This project will analyze and recommend facility improvements to walking, biking and access to transit; and mobile emission reductions from access to multiple transportation modes, associated with TOD development compared to existing conditions. INDICATOR: Decrease mobile emissions. METRIC: Tons of ozone emissions within the Folsom Blvd. Corridor. **Water Quality**: This project is consistent with the Sacramento Valley Integrated Regional Water Mgt Plan strategies for water management (http://www.norcalwater.org/int_program/irwmp.shtml) because it engages the various water districts' within the Folsom Blvd. Corridor in coordinated planning and infrastructure analysis. This will ensure adequate good-quality water supply and delivery to the development of the TOD Station areas. INDICATOR: Decrease regional residential water usage. METRIC: Acre feet of water that can be preserved due to infill within ½ mile of transit station areas.

☒Promote Public Health: The strategy for promoting public health is focused on promoting and increasing walking and cycling by residents. People who live in more walkable, bicycle- and transit-friendly communities are more physically active and are therefore healthier. A recent study by McDonald et al of residents living near light rail transit stops in Charlotte, NC published in the August 2010 issue of the *American Journal of Preventive Medicine* found that "the use of Lt. Rail Transit to commute to work was associated with an average −1.18 reduction in body mass index (BMI) and an 81% reduced odds of becoming obese over time." A reduction in BMI of 1.18 is equivalent to a 6.45 pound weight loss for a person 5 feet 5 inches tall weighting 150 pounds. An earlier study by Besser and Danenberg found that 29 percent of transit users meet the Surgeon General's recommendation of 30 minutes of physical activity daily. "Walking to and from public transportation can help physically inactive populations, especially low-income and minority groups, attain the recommended level of daily physical activity." (*American Journal of Preventive Medicine*, November 2005). In developing "Healthy Communities," and promoting health, thru this project the LGC will be providing a community workshop on the "Healthy Benefits of Transit." Sacramento County Public Health Officials will also participate by providing information on health benefits of walking, proper diet and obesity prevention. The community workshops and audits will

identify who does and does not walk or bicycle to transit and why. Through this public engagement walk to transit maps will be created, safety issues identified and numerous other barriers identified and addressed, with the goal of increasing walking and cycling by residents. The LGC will also survey participants one year later to see how many people have changed their behavior as a result of this outreach work. Station area amenities, being considered for development, is improving access to fresh and healthy foods by providing a Farmer's Market at the Watt/Manlove Station. Healthy Community Design Principles of this project include building good pedestrian and bicycle infrastructure, including sidewalks and bike paths that are safely removed from auto traffic; as well as the livability qualities required in the development plans of the corridor and specific plans. This project will conduct walk and bicycle audits that will culminate in updating the County/City Pedestrian and Bicycle Master Plans, ultimately resulting in improving facilities that make it safer for residents to walk and bike. INDICATOR: Increase pedestrian and bicycle use. METRIC: Percentage of walking or cycling trips within the Folsom Blvd. Corridor.

☒Promote Equity: The redevelopment of the station areas will serve multiple objectives that will benefit disadvantaged communities including increased transit ridership, increased walking and biking as new facilities are built, new housing choices, jobs, and increased shopping and access for area residents. Improving pedestrian and bike access to transit will make it possible for residents to use transit more frequently. The circulation plans will support the creation of walkable, mixed-use communities. Disadvantaged communities will be specifically targeted in outreach efforts and engaged in the public workshops. Residents will be asked why they do or do not walk or use transit, and participate in design table exercises to provide input on the physical improvements and programs that would facilitate more walking, cycling, and use of transit. Follow-up workshops will ask for reactions and input on outcome recommendations gleaned from the initial workshops. Additionally, Regional Transit has agreed to introduce a pilot policy that would provide reduced transit passes to neighborhood groups within these TOD areas and provide free passes as part of the audit work. INDICATOR: Increased access to transit. METRIC: Low income population within a 15 minute walk or bike-shed of the of five light rail stations

☒Increase Housing Affordability: TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. Housing costs for land and structures can be significantly reduced through more compact growth patterns.[1] To avoid issues of gentrification that can arise in TODs and in providing for an equitable housing supply, Sacramento County has an adopted inclusionary housing ordinance for all new residential development. Sacramento County's Affordable Housing Program requires fifteen (15) percent of new residential development to be affordable to extremely low, very low and low income households. This project will compliment and support the County's Housing Element and goals for providing a variety of housing types with a balanced mix of affordability. http://www.msa2.saccounty.net/planning/Documents/Housing%20information/final-affordable-housing-ordinance.pdf .The City of Rancho Cordova currently requires an affordable housing plan to address housing needs for all new residential developments over 100 units. Furthermore, SACOG is developing a RHNP which allocates a considerable amount of the region's growth to occur within infill and transit priority areas, especially where transit rail is present. This project is consistent with this RHN Plan and implements RHNP objectives while promoting infill development. INDICATOR: Increase housing supply for extremely low, very low and low income households. METRIC: Number of Regional Housing Need Allocation (RHNA) housing units within ½ mile of the transit station areas.

---

[1] *Factors for Success in California's Transit-Oriented Development,* commissioned by the California Department of Transportation, identified the following 10 potential benefits of TOD. http://transitorienteddevelopment.dot.ca.gov/PDFs/Statewide%20TOD%20Study%20Final%20Report%20Sept.%2002.pdf TOD can provide mobility choices, increase public safety, increase transit ridership, reduce rates of vehicles miles traveled, increase household's disposable income, reduce air pollution and energy consumption rates, conserve resource lands and open space, support economic development, decrease infrastructure costs, contribute to more affordable housing.

☒Promote Infill and Compact Development: The project will increase jobs and housing within ½ mile of transit. Adopted and proposed TOD land use plans anticipate over 10,700 new dwelling units and 8 million s.f. of retail, service and employment uses. The added continued investment of public dollars, incentivizes development of infill sites and affordable housing by providing property owners and developers with valuable information needed for development. The TOD land use zoning allows for densities for up to 80 units per acre. Targeted sites are surrounded by urban uses and existing infrastructure. As discussed in depth under Threshold Requirements, question 1a., this project involves rehabilitating, maintaining and improving existing infrastructure that supports infill development and the appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer and other essential services. INDICATOR: Increase jobs and housing within ½ mile of transit. METRIC: Population and employment within ½ mile of the transit station areas.

☒Revitalize Urban and Community Centers: Improving transit stations and their neighbor-hoods can be a catalyst for economic development, http://www.vtpi.org/tdm/tdm45.htm revitalization and urban renewal. The City and the County has and continues to invest millions of dollars in this corridor, building upon the existing community base, and it's infrastructure of safe neighborhoods, access to jobs and recreation, sense of community, schools, housing, and moderate cost of living. This project will assess and quantify what additional investment is needed to address aging infrastructure, and incentivize redevelopment of outdated strip shopping centers, underutilized land and substandard buildings and new TODs. INDICATOR: Increase Infrastructure investment. METRIC: Cost of public infrastructure improvements identified for the transit station areas.

☒Protect Natural Resources and Agricultural Lands: TOD consumes less land than low-density, auto-oriented growth, and utilizes infill sites, reducing the need to convert farmland and open spaces to development, and thus decreasing the need to expand the regional development footprint to accommodate future growth needs. TOD and compact development can also reduce the rate of loss of fragile and natural habitat lands. For farmers, urban encroachment negatively impacts agricultural yields because of increased air pollution, livestock predation by pets, and crop diseases resulting from inadequate care of non-farm plants. The location and scope of the project does not impact the Ca Wildlife Action Plan, Natl Comm Conservation Plan, the Surface Mining Act Plan or regional HCP. Rather it helps to preserve these areas from new development. INDICATOR: Decrease regional development footprint. METRIC: Acres of open space and agriculture land required for the plan development within ½ mile of transit stations.

☒Reduce Automobile Usage and Fuel Consumption: A study in Sacramento showed that those who lived within a quarter mile of light rail were 40 percent more likely to use it than those who had to drive for access. http://www.sacog.org/mtp/2035/finaldocs/mtp/07-Smart-Land-Use.pdf. As shown in the chart below, autos per household dropped from 1.93 to 0.93 when good transit was accompanied by mixed land uses as compared with typical suburban development.

	Mode Share						
Land Use Type	**% Auto**	**% Walk**	**% Transit**	**% Bike**	**% Other**	**VMT per Capita**	**Autos per Household**
Good Transit & Mixed Use	**58.1%**	**27.0%**	**11.5%**	**1.9%**	**1.5%**	**9.80**	**0.93**
Good Transit Only	74.4%	15.2%	7.9%	1.4%	1.1%	13.28	1.50
Rest of Mulnomah Co.	81.5%	9.7%	3.5%	1.6%	3.7%	17.34	1.74
Rest of Region	87.3%	6.1%	1.2%	0.8%	4.6%	21.79	1.93

Source: Metro 1994 Travel Behavior Survey

Table 2.1: Metro Travel Behavior Survey Results for Portland, Mulnomah County, Oregon

Similarly VMT per capita decreased from 21.79 miles to 9.80 due to improved access to goods and services and a better balance of mode-sharing. Walking increased from 6.1% to 27%. The California EPA's Air Resources Board (CARB) sponsored a study that estimated the transportation benefits of TOD at the household level. The CARB study found that "significantly increasing walking and transit

opportunities," along with strategically-located moderate to high density development and transit, could achieve an annual reduction in VMT of between 20-30 percent per TOD household (as compared to typical sprawl-style development). This project is consistent with and implements many of the CalTrans' Smart Mobility Principles by: incorporating multi-modal transportation and compact land use planning; supports sustainable growth, rezones land promoting efficient use of land and transit that achieves AB32 and SB375 goals; promotes multi-modal travel mobility, promotes social equity and environmental stewardship while also implementing SACOG's MTP and Blueprint Plans. http://www.californiainterregionalblueprint.org/docManager/1000000890/ETAP12-39%20case%20study%20file.pdf. INDICATOR: Decrease auto use. METRIC: Vehicle miles traveled.

☒Improve Infrastructure Systems: The build-out infrastructure requirements (circulation, sewer, water, drainage, and dry utilities) for the stations will be identified so that federal, state and regional funding investments for catalyst projects can be dedicated. Special attention will be given to safety improvements, improved routing and access within existing neighborhoods. The land use and circulation plans will support the creation of walkable, mixed-use communities around these existing stations. The project will increase transit mode share and pedestrian and bicycle access to light rail, while also providing a comprehensive assessment of five (5) Transit Priority Rail Station areas; analyzing the build-out infrastructure needs, phasing options, sustainable design principles and including value engineering design in cost estimates. It will also enhance bike/ped safety and promote redevelopment opportunities. The SACOG Blueprint is projected to *save* the six county region nearly $16 billion in unnecessary infrastructure and mitigation costs through 2050. (http://www.sacregionblueprint.org/). This project takes advantage of existing infrastructure, especially roadways and an extensive transit/ transit rail system. It reduces the need to construct new roadways and promotes multiple transportation modes. This project supports complete street improvements planned for portions of Folsom Blvd. adjacent to rail stations. INDICATORS: Increase Transit mode share and pedestrian/bicycle access to light rail. METRIC: Transit ridership on light rail line and Percentage of trips traveling to transit stations by walking or cycling.

☒Promote Water Conservation: This project and its TOD decreases residential water use, as compared with conventional development. (Source: Landis, "Imagining Land Use Futures" Journal of the American Planning Association, 1995). Sacramento County and the City of Rancho Cordova (CRC) are utilizing landscape principles provided by the EPA award winning "River Friendly Landscape (RFL) Design Guidelines," http://www.riverfriendly.org in pedestrian and roadway landscape areas, and their complete streets project. RFL water conserving features can reduce water consumption by 30% as compared to traditional roadside vegetation. *Sources/approaches:* http://stopwaste.org. Use of RFL and with this project's location on infill sites near transit; support the Sacramento Valley Integrated Regional Water Mgt Plan strategies for water management (http://www.norcalwater.org/int_program/irwmp.shtml) by: coordinated planning to ensure an adequate good-quality water supply and high level of flood protection. Various water districts' and the Sacramento County Dept. of Water Resources will be engaged in this project's work to ensure water supply, delivery and quality through the infrastructure study work. Use of RFL BMPs in other drainage and landscape project areas will reduce water consumption, the need to use fertilizers and chemicals, and will reduce green waste production. Use of existing infrastructure reduces the need for new treatment facilities and related costs providing flexibility in water management. In the Sacramento Region, outdoor water consumption exceeds 50 percent of total urban water consumption, for single family homes. Conversely, TOD multi-family projects have no yards thereby significantly reducing TOD per capita water consumption. These all contribute to helping the State achieve 20x2020 Plan goals http://www.swrcb.ca.gov/water_issues/hot_topics/20x2020/docs/20x2020plan.pdf. INDICATOR: Decrease regional residential water usage. METRIC: Acre-feet of water used by TOD plan development within ½ mile of five light rail stations.

☒Promote Energy Efficiency and Conservation: According to the California Energy Commission, transportation represents about 50 percent of the total energy use statewide. This project will reduce mobile source impacts on climate change. As discussed above, a co-benefit of TODs are they reduce water demand and wastewater generation, further contributing to lower energy use and GHG emissions than standard suburban development. The use of "River Friendly" Landscaping practices reduces energy consumption due to reduced water consumption, decreased use of gas-powered mowers and equipment, and decreased vehicle miles traveled for green waste hauling, as compared to traditional landscapes. When assessing infrastructure, sustainable solutions will be part of this project and the overall recommendations, including incorporating Low Impact Design (LID) techniques to improve water quality runoff and erosion control, infiltration, groundwater recharge, visual aesthetics, etc. This project will capture multiple GHG emission reductions, the greatest being VMT reductions. INDICATOR: Decrease mobile source impacts on climate change. METRIC: GHG emissions from mobile sources.

☒Strengthen the Economy: Housing and transportation rank as the first and second largest expenses in households, respectively. TOD can increase disposable income by reducing household driving costs: one estimate shows a household saving $3,000 to 4,000 per year. (Bank of America, "Beyond Sprawl: New Patterns of Growth to Fit the New California". 1994). The access to services in just a few short blocks can significantly increase a family's disposable income by eliminating the need for a second car. TODs add to community livability by providing multiple transportation choices including: living closer to work, choices to decrease commute time and avoid stressful congestion. Traffic congestion has a number of negative effects: As a non-productive activity for most people, congestion reduces regional economic health. Delays, which may result in late arrival for jobs, meetings, and education, result in lost business, disciplinary action or other personal losses. Inability to forecast travel time accurately, leads drivers to allocate more travel time "just in case", and less time on productive activities. TOD counters these negative effects, strengthening the economy. INDICATOR: Decrease congestion effects on regional productivity. METRICS: Vehicle hours delay (VHD) per capita for the Folsom Blvd. Corridor.

Priority Considerations

1. Proposal demonstrates ongoing collaboration with state, regional and local, public and private stakeholders and community involvement (include in work plan).

a. Describe tasks undertaken by all entities involved in the work plan.

County of Sacramento: Provide project and grant management oversight in coordination with the City of Rancho Cordova (City). Responsible for project fiscal management, related reporting and auditing. Issue and manage RFPs and Consultant Service Contracts for Infrastructure and Circulation Technical Studies and final reports. Provide public works information, planning documents, GIS maps, Shape files and other information to facilitate assessment of existing and needed infrastructure. Coordinate with the City in community outreach, audits, community meetings and workshops. Work with the LGC & Fehr & Peers in preparing the final reports from the audits, prepare GIS maps showing improvements and locations. Provide Engineering and cost estimates for work, prioritizing projects. Revise and update the Ped & Bike Master Plans and present to Board of Supervisors for approval. Participate as team members to facilitate the project's successful completion. Public Health Officials will provide information on health benefits of walking, proper diet and obesity prevention as part of the community outreach. Utilize information from audits and technical studies to advance next steps for implementation of improvements, new policies, and strategies for Climate Action Plan Implementation and MMRP Certifications.

City of Rancho Cordova: Provide needed public works information, planning documents, GIS maps and other information to facilitate assessment of existing and needed infrastructure. Coordinate with the County and LGC in facility use, public outreach materials and the distribution to residents, businesses, etc. (especially the disadvantaged communities) in promoting and providing the community meetings. Utilize information from audits and technical studies to advance next steps for implementation of improvements. As team members, facilitate the project running smoothly and within budget, carry forward policy outcomes to City Council and completion of final reports.

Fehr & Peers: As Transportation Consultants for this project they will provide a circulation review, analysis and modeling at 5 station areas, coordinate and support work with the city and county. Utilize new tools and methodologies to identify travel forecasts, create exhibits, and develop draft transportation infrastructure plans with indicators. Suggest policies for review, recommendations and improvements for implementation. Assist with metrics and indicators. Assist with the preparation of the final report.

SACOG: SACOG will provide a forecast of the travel demand mode (TDM) shares (pedestrian, bicycle, transit and auto) and GHG emissions for the planned TOD development at the 5 station areas. TDM looks at land uses, employment, demographics along with major roadways and transportation links. TDM predicts changes in travel patterns resulting from changes in transportation systems (i.e. new pedestrian links, new rail line); change in land uses (i.e. TOD development) and change in demographics (i.e. aging population, income shifts, fuel prices). The forecast and GHG emissions will be compared against: existing conditions, Blueprint Preferred Scenario and new TOD land uses. Additionally, SACOG will utilize the new Regional Activity Transportation Model with applications into the I-PLACE3S program, which will analyze at the parcel level the actual TOD development projects, that will bring more realistic sensitivity to land use, transportation costs (gas/auto operating costs) and demographic variables (age, income). *http://www.sacog.org/projects/attachments/modeling-tools/Greisenbeck_PC%20present_transp.pdf.*

LGC – WALKSacramento – SABA – Regional Transit (RT): This is the public outreach, walkability and bicycle audit and community workshop team, led by LGC. This team will scout the transit stations and identify walking routes for participants, identify key issues that are likely to come up during the walkability audit. SABA will review and update work done in 2006 on a SACOG Safe Routes to Transit planning grant that examined bicycle access to several light rail stations and also conduct bicycle audits with a Bicycle Access Workshop. This Team will conduct numerous workshops; culminating in public recommendations, access maps and facility improvements. LGC will also conduct a Health Benefits of Transit Workshop with support from the Health Council & Health Dept.

b. Describe how other entities will be engaged in the development and/ or implementation of the Proposal.

Utility Agencies and Special Districts (water, electricity, drainage, sewer) will be engaged by providing needed information on their respective infrastructure, and development standards. They will work with SASD and Project Consultants. Regional Transit will pilot a program with neighborhood groups for discounted transit passes, participate in community meetings, and monitor ridership changes.

Teichert, Los Rios Community College District & GenCorp: As property owners and developers at 3 of the 5 stations each will provide infrastructure information they have to facilitate the studies and near-term site improvements with development the goal. Each has projects they are advancing at these sites.

c. Describe how the community will be engaged in the planning process.

The Local Government Commission (LGC) will be leading the community outreach and workshops with support from Sac County Dept. of Transportation (SacDOT) and City of Rancho Cordova. The LGC will conduct three workshops in three locations close to the five station areas covered by this project. Each workshop will include an educational presentation, a walkability audit and a design table exercise to capture ideas generated by residents for improving pedestrian access to the stations. A similar workshop on bicycle access will be held with stakeholders and will obtain input and ideas from participants. Once information has been analyzed, follow-up community workshops will be held at each of the previous locations to report back to the residents on the draft recommendations developed based on input from both the pedestrian and bicycle workshops. Participants will be asked for additional comments and will have a chance to provide input on the changes that should be given highest priority for implementation. One year after completion of the audits and workshops, LGC will survey participants to see if residents have changed their travel behavior as a result of the information disseminated as part of this project.

2. Proposal demonstrates strategies or outcomes that can serve as best practices for communities across the state.

a. Does the proposal include tools or processes that could be easily accessed and used by other government agencies to develop plans or strategies for sustainable communities?

As part of this project, SACOG will use new modeling tools to get closer to the ground and conduct more "site specific" analysis. Using the new Regional Activity Transportation Model and I-PLACE3S program[2]; SACOG will analyze and forecast, at the parcel-level, GHG emission reductions comparing existing uses, with Blueprint Scenario and with the current TOD plan land uses. This new modeling will provide SACOG and the region with more accurate and practical information, showing much more realistically what the "real-life" benefits will be with this type of TOD development with access to a variety of traveling modes (bike, ped, rail, transit, auto). This level of analysis is more accurate and reliable than all previous modeling completed to date by SACOG. Lessons learned and modeling associated with this project will provide valuable information that can be replicated with other jurisdictions throughout the region, State and Nation.

b. How will your agency promote and share the Proposal's information, tools or processes?
Building on SACOG's work, Sac County and the City will share lessons learned with other jurisdictions. We will work with the LGC, Urban Land Institute and others in sharing outcomes, process and other key information. SACOG has already initiated discussions on infrastructure and is looking to do more detailed planning in transit priority areas where, with a little help, sustainable development can occur. They also need similar areas to assess as they build on their CEQA analysis for their SCS. This project supports the next steps SACOG wants to take and we will share this new tool statewide, for use by others.

3. Proposal is leveraged with additional resources, in-kind or funds. Identify in Appendix L, Budget.
a. Identify funding sources and amount already committed to the proposal and expected timing of funds.
As referenced in the attached budget; between the County, City of Rancho Cordova and various Stakeholders almost $170 million will be spent in association with this project. Sacramento County has invested millions of dollars in Transportation and Corridor planning efforts. This project supports the implementation of those plans. Additionally, SacDOT has two key interchange projects at Watt & Hazel that include multi-modal connections to the transit stations that exceed $157 million. Some funding has already been spent, and will continue until 2012 when construction should start. The City is currently spending $10 million in complete street improvements along Folsom Blvd. adjacent to 2 stations; and in planning Mills Crossing. The City and County plan to continue investment and seek funding to revitalize these station areas and make needed infrastructure improvements as outcomes of this project. In-kind funding timing varies from current investment, to future projects.

b. Identify potential future funding sources and the amount expected to be committed to the proposal (cash, in-kind).
Private projects are proceeding around these station areas. Gencorp has recently spent $1.7 million on planning and infrastructure design of their Easton TOD Project at Hazel. Teichert has spent $200,000 on planning for their Watt Ave. sites. Los Rios Community College District has expended $700,000 in planning at their Mather/Mills site. All will spend new planning dollars to advance their projects in 2011.

4. Proposal Addresses Climate Change Impacts.

---

[2] I-PLACE3S is a software tool that facilitates an integrated land use and transportation planning known as scenario planning. In scenario planning, several land use options are considered and objectively evaluated against quantifiable criteria. To begin the process a Base Case scenario is created. The Base Case scenario is a land use map and data set built upon demographic and economic projections and an assembly of adopted policies, primarily general plans. The Base Case represents how the study area would be expected to develop if the current development path were unchanged. The I-PLACE3S model was instrumental in the Blueprint Project from 2002 to 2004, in the development of the Metropolitan Transportation Plan 2035 land use allocations, and continues to be important in the Blueprint implementation efforts at SACOG and several member and partner agencies. SACOG staff and member agencies also use it to develop land use scenarios that feed into travel and air quality modeling. http://www.sacog.org/services/I-PLACE3S/.

a. Identify the potential climate change impacts on the population, or human or natural areas, or systems most vulnerable to those impacts within the planning area.

There are several projected physical and economic effects of climate change that are most likely to impact the vulnerable communities in this corridor; namely increase in air temperature, drought/water shortages, increasing air pollution, and the escalating costs of energy, water and public health care. Changes in the global climate due to increases in anthropogenic carbon dioxide and other GHG emissions are projected to result in significant regional effects on ambient temperature and precipitation. The number of summer days in Sacramento exceeding 100 degrees Fahrenheit are expected to increase, leading to health concerns for elderly residents and those not able to afford air conditioning. In the Sacramento Valley, where melting snow provides much of the summer water supply, warmer temperatures would cause the snow to melt earlier and thus reduce summer supplies. Instead of increasing the amount of water supply available, the disrupted cycle is likely to cause excess rainfall and runoff, thus causing flooding, overflow of undersized reservoirs and water shortages (and increased costs for water) for those living here. Ecological effects are a possible factor for this proposal, in that there are plants and animals living in certain downstream protected habitat conservation areas that are likely to be impacted by both changes in air temperature and precipitation. Projected impacts are not understood yet and it's not known if species in these locations are more sensitive to climate change impacts than other areas.

b. How does the proposal improve adaptation to the impacts for these population human/natural areas, or systems?

The combination of transit-oriented development and improved access to transit will increase transit, walking, and cycling use. This will result in a reduction in the overall number of cars on the roadways, reducing the contributors to air pollution. The increased travel choices made possible through this project will help reduce the need to expand and construct roadways and reduce the heat island effect of paved surfaces. By integrating RFL Design Principles into all new landscape projects, and with the addition of more trees in public right-of-ways and greenways in the TODs, these features will help to mitigate the effects of climate change, by conserving and infiltrating water and reducing air and water temperatures. As complete street projects transform Folsom Blvd., trees and the use of rubberized asphalt can further reduce the heat island effect. Where new tree canopy can be added surface and air temperatures can be reduced. Published studies state that shaded surfaces may be 20 degrees Fahrenheit cooler than the peak temperatures of unshaded areas and evapotranspiration can help reduce peak summer temperatures (ambient temperatures) by 2-9 degrees Fahrenheit. *Sources/approaches:* Environmental Protection Agency (EPA) and SMUD's Tree Benefit Estimator http://www.smud.org/en/residential/trees/Pages/tree-benefits-estimator.aspx.

5. Proposal serves an economically disadvantaged community.

a. How will this proposal specifically benefit a disadvantaged or severely disadvantaged community?

Two of the five transit station areas are located within disadvantaged and severely disadvantaged communities, where the median income ranges from $38,121 - $47,899. There are additional neighborhood pockets throughout this corridor with similar demographics. This project brings all the economic and social benefits of TOD development directly to these communities. The location of the station areas in and adjacent to economically disadvantaged communities, combined with outreach efforts that promote walking and bicycling, will ensure that the surrounding communities will realize the rail transit access, health and economic benefits of living near transit. To optimize resident participation outreach will be especially focused in these communities. The additional "Health Benefits of Transit" Workshop can also assist residents in making healthier choices regarding food and obesity. TOD is also being used to meet other planning objectives, such as increasing the supply of affordable housing, which is planned for several of these station areas. By facilitating development, this project can bring more affordable housing choices and new jobs to these disadvantaged communities. TOD can also attract other needed services such as farmer's markets and improve access to fresh and healthy foods.

b. Discuss how the economically disadvantaged community has been and will continue to be engaged and participatory in the development of the proposal.

The disadvantaged communities participated and provided input to the Folsom Blvd. Corridor Plan and various redevelopment projects in their community. These residents will be specifically targeted in outreach efforts (email lists and mailers) and engaged in the various public workshops as part of this project. Posters in businesses will also help notify these residents. Residents will be actively engaged in workshop walking activities and transit use. They will participate in design table exercises to provide input on what environments and conditions help them feel safer and when they are most likely to walk and use transit. They will remain engaged in follow-up workshops for input on outcome recommendations gleaned from the initial workshops, health survey and the follow-up survey in 1 yr.

Organizational Capacity

1. What is your organization's experience in completing this type of Proposal or similar Proposals? Is the expertise needed for the successful development of the Proposal available within the organization? If not, how do you plan to acquire it?

The expertise for this type of project is readily available within the County, City of Rancho Cordova and through the use of our partners and consultants. The county will utilize the expertise of its various public works departments such as Transportation (SacDOT), Water Resources (DWR) and Sewer District (SASD). For example, SASD staff engineers perform assessments of existing conditions and level one sewer studies to identify future sewering needs and costs. DWR staff reviews and recommends the design of storm water facilities for all development projects in the County. DOT staff engineers have expertise in site design and engineering of roadways, pedestrian and bicycle facilities to accommodate all modes of travel and institute bike/ped improvements and traffic/safety calming techniques. The County has a great deal of experience in managing grants, projects, contracts and public works projects into the tens of millions of dollars. The County has a successful track record for completing projects timely. Additional modeling assistance for GHG emission reductions will be performed by SACOG who has state of the art modeling tools and some of the most extensive experience in the nation in performing these assessments.

2. Do you have active partners that will help develop the Proposal? How?

The project is the proposal and has already been developed. The partners listed in this application and workplan have been working for several months to formulate and develop this project. The workplan lays out the various components of the project implementation and the responsible partners. It also identifies milestones and outcomes. Because of the advance planning that has already occurred, more detailed partner responsibilities have been created but not included in the workplan due to space limitations. In completing this work up front, the project can be initiated very rapidly upon notification of grant funding.

3. How will the Proposal be kept on schedule and within budget?

The County and the Project Manager (Infill Coordinator) have a record of developing accurate schedules, driving the work product to meet that schedule and keeping the project within budget. Similar work has previously been undertaken and deadlines have been met, this applies to work done by consultants, contractors and county employees. The Infill Coordinator also has the support of the Municipal Services Agency Administrator and Department Directors to make this project a priority over other work if needed. Similar support can be obtained from the City of Rancho Cordova.

4. If the Proposal goes over budget, explain your contingency plan to cover the cost.

It is common for all Sacramento County planning projects to be estimated very conservatively. This is a standard policy to manage the project to keep it from going over budget. If unexpected costs arise, there is willingness to provide limited in-kind services to ensure a quality work product is achieved.

5. Identify in the work plan how the proposal will be implemented, including zoning updates if applicable.

Work product from this project will be added as appendices to the city and the county's Folsom Blvd. Plans. Both plans already rezone land to TOD land uses. Certification of Compliance with applicable plan MMRP will also be done. Pedestrian and Bicycle Master Plans for the city and county will be updated. Policies needing updating will be tracked. Strategies for Climate Action Plan Implementation will be provided. SACOG will utilize information to support their work in the SCS.